United Nations S/PV.8057

Security Council

Seventy-second year

Provisional

8057th meeting

Wednesday, 27 September 2017, 10 a.m.

New York

President:	Mr. Alemu	(Ethiopia)
Members:	Bolivia (Plurinational State of)	Mr. Inchauste Jordán
	China	Mr. Wu Haitao
	Egypt	Mr. Aboulatta
	France	Mr. Delattre
	Italy	Mr. Biagini
	Japan	Mr. Kawamura
	Kazakhstan	Mr. Umarov
	Russian Federation	Mr. Nebenzia
	Senegal	Mr. Seck
	Sweden	Ms. Schoulgin-Nyoni
	Ukraine	Mr. Yelchenko
	United Kingdom of Great Britain and Northern Ireland	Mr. Allen
	United States of America	Ms. Sison
	Uruguay	Mr. Rosselli

Agenda

Threats to international peace and security caused by terrorist acts

Aviation security

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The meeting was called to order at 10.05 a.m.

Adoption of the agenda

The agenda was adopted.

Threats to international peace and security caused by terrorist acts

Aviation security

The President: In accordance with rule 39 of the Council's provisional rules of procedure, I invite Ms. Fang Liu, Secretary General of the International Civil Aviation Organization, to participate in this meeting.

The Security Council will now begin its consideration of the item on its agenda.

At this meeting, the Security Council will hear briefings by Ms. Fang Liu and Ambassador Amr Abdellatif Aboulatta, Permanent Representative of Egypt, who will speak in his capacity as the Chair of the Security Council Committee established pursuant to resolution 1373 (2001), concerning counter-terrorism.

I now give the floor to Ms. Fang Liu.

Ms. Fang Liu: On behalf of the International Civil Aviation Organization (ICAO), I am pleased to join his Excellency Ambassador Aboulatta, Chair of the Counter-Terrorism Committee, in briefing the Security Council today.

Since its establishment in 1944, ICAO has fulfilled its central role in strengthening aviation, as mandated by the Convention on International Civil Aviation, commonly referred to as the Chicago Convention. ICAO provides leadership and support to our member States and industry groups as they work with us to develop the international civil aviation Standards and Recommended Practices and related policies. We have gratefully fulfilled that role for more than 70 years now, while achieving important progress in all aspects of international air transport.

Resolution 2309 (2016) is the first of its kind to focus on civil-aviation security, and also highlighted ICAO's role. Under ICAO's guidance and leadership, extensive progress has been made since then in enhancing aviation security. In that regard, I would in particular like to note the following. The ICAO Global Risk Context Statement has been updated based on the latest threat information. Sector-wide emphasis on land-side security, explosives detection and cybersecurity has been increased through the adoption of amendment 15 to annex 17 of the Chicago Convention, and security, and will be further increased through draft amendment 16. Material for a risk-management workshop has been developed to help member States produce their own distinct risk assessments. Guidance material has been revised to reflect the latest best practices. Capacity development projects have taken place in locations designated through our No Country Left Behind initiative, with the help of voluntary funding from member States.

In addition to those developments, the adoption this year of the Advance Passenger Information (API) standard, which becomes effective on 23 October 2017, will make it harder for foreign terrorist fighters to move between States. Our collaboration with the Counter-Terrorism Executive Directorate (CTED), with additional participation from the Counter-Terrorism Implementation Task Force (CTITF) entities, ensures this important programme is at the forefront of States' priorities.

A natural outcome arising from our leadership role in aviation security has been the development of the new ICAO Global Aviation Security Plan (GASeP). This pivotal document, which focuses extensively on the threat of terrorism to civil aviation, has benefitted from extensive inputs on behalf of Governments and industry alike. It is currently expected to be approved by the ICAO Council at its next session in November.

Member State enthusiasm and support for the Global Aviation Security Plan were clearly demonstrated during the recent Regional Aviation Security Ministerial Conference on Africa and the Middle East regions, held in Sharm el-Sheikh, Egypt. By the conclusion of that three-day meeting, participants had developed a regionally focused road map that is fully aligned with the Global Aviation Security Plan objectives, and which includes monitoring objectives to ensure that this progress remains consistent and accountable.

The Global Aviation Security Plan's core objective is to enhance the effectiveness and sustainability of global provisions and the sustainable implementation of preventative measures. To help accomplish this, it sets forth five key priorities aimed at enhancing risk awareness and response; establishing a better-defined security culture; improving technological resources and fostering innovation; improving oversight and

quality assurance; and lastly, increasing cooperation and support.

The objectives of the Global Aviation Security Plan reflect those of resolution 2309 (2016). Once finalized, the Global Aviation Security Plan will be the primary tool by which the aviation security community fulfils its roles, as defined in the resolution. ICAO will carefully analyse indicators and monitor progress in achieving these milestones, but of course the ultimate results will be largely dependent on the dedication and actions of States and industry operators. It will only be by virtue of sustained political will, especially at the highest levels of Government and industry, that the Global Aviation Security Plan will succeed. I shall come back to that challenge in a few minutes.

Many other challenges lie ahead. To meet the security targets identified in the Global Aviation Security Plan and regional road maps, capacity-development and technology-assistance programmes must expand significantly. States must also be willing to accept help in strengthening their counter-terrorism postures and in resolving vulnerabilities, and once help is received, States must be dedicated in following through with what they have learned and what they have received, whether it is equipment and technology, or training and mentoring.

The Global Aviation Security Plan establishes a mechanism to enable member States to confidentially request assistance as a result of our audit or through their own self-generated risk assessment. ICAO will be proactive in comparing all such requests with other States' competencies, and then recommending partnerships where appropriate.

Another challenge that persists for us regards the sharing of key information. For instance, many actionable details regarding recent aviation security events are still unavailable to ICAO and member States. We must find a way to identify and judiciously share essential elements of information necessary to implementing appropriate measures at the proper level. Resolution 2309 (2016) reinforces that point, and States have acknowledged it, and it is our hope that through the Global Aviation Security Plan, ICAO, States and industry can improve their sharing of information.

Looking now to the attack methods discussed in the special meeting of the Counter-Terrorism Committee (CTC), held this past July, although some of them are not new, terrorists have made progress in exploiting vulnerabilities and circumventing the countermeasures in place. Landside security gaps, for example, have been exploited to some extent for decades now, but with recent amendments to annex 17 of the Convention on International Civil Aviation, on security, we are now capturing the attention and participation of all stakeholders involved in effectively mitigating these risks. Amendment 15 to annex 17 of the Chicago Convention, which became applicable in August, emphasizes the identification of landside areas, the development of security measures aligned with a risk assessment, and coordination among the relevant actors. That new emphasis is now helping to bring together law enforcement agencies, security forces, airport authorities and even vendors.

Similarly, the threat from improvised explosive devices (IEDs) in portable electronic devices is not a new one in air transport, having first emerged when such a device was concealed in an unaccompanied suitcase and brought down Pan Am flight 103 over Lockerbie, Scotland, in 1988. Effective and affordable countermeasures for increasingly sophisticated concealment methods have been discussed in numerous ICAO working roups, task forces and conferences, and new and more detailed screening requirements specific to IEDs have been incorporated into the draft amendment 16 to annex 17 of the Chicago Convention.

Of the threats we discussed in July, aviation's rapid cyberconnectivity growth is certainly the newest. The more we rely on computers and information technology, the more exposed we are to cyberthreats. Again, ICAO has recognized that challenge and is already cooperating with member States and industry to determine the extent of vulnerabilities and the most effective countermeasures. This topic will definitely remain high on our list of concerns.

Similarly, the use of projectiles against aircraft, such as man-portable air defence systems (MANPADS), has proven to be of increasing concern, especially in conflict zones. Effective MANPADS countermeasure procedures are available to industry and member States through the ICAO secure portal. Each of these threats potentially generates a new layer of technology requirements, which become costly not only in terms of equipment purchase but also in building renovations, training and maintenance requirements, slowdowns in security procedures, and other effects on operations and facilitation.

Technology innovation was extensively discussed during the recent ICAO Global Aviation Security Symposium, which we organized earlier this month, in collaboration with Airports Council International, with the active participation of CTED and some other United Nations counter-terrorism actors. Participants recognized, and explored in detail, the need for innovation and synergies throughout the security system. This, too, is a priority action in the Global Aviation Security Plan.

As we look together now at the way forward, I would like to offer some insights on the current aviation security outlook.

Terrorist groups continue to view aviation as an attractive target, with the aim of causing substantial loss of life, economic damage and disruption to connectivity between States; the risk of terrorist attacks against civil aviation may affect all regions and Member States.

Therefore, the key element of the implementation of resolution 2309 (2016) and the Global Aviation Security Plan is States' commitment to ensuring the implementation of effective and risk-based measures that reflect the ever-evolving threat picture and ensure that such measures are in accordance with ICAO standards and recommended practices.

The Global Aviation Security Plan provides the foundation for enhancing aviation security worldwide, consistent with the objectives of resolution 2309 (2016). In that context, States and ICAO should continue to work and cooperate together, along with the civil aviation industry and other relevant stakeholders, to effectively address threats to civil aviation.

Therefore, all States are encouraged to strengthen their support for ICAO's work on aviation security, ensure the implementation of the Global Aviation Security Plan as a matter of high priority, and cooperate at the global, regional and national levels to raise the level of effective implementation of global aviation security.

This is an area in which the Security Council, along with the relevant United Nations entities, can assist ICAO. Security experts and aviation authorities understand the importance of the Global Aviation Security Plan and its implementing actions, but they need determined support — including legislative and operational authority, financial backing, appropriate resources and statements of commitment — to fulfil their responsibilities.

Through key mechanisms such as resolution 2309 (2016) and its supplemental undertakings, we must therefore continue to work together to encourage decision-makers to support these endeavours.

Obtaining financial support in particular is another major area where United Nations entities can assist ICAO. Member States capable of doing so must be willing to participate in ICAO initiatives to bolster security worldwide, whether through the loan or donation of technology, the provision of training in basic procedures or best practices, the provision of mentors, or via direct financial support for ICAO's capacity-building and assistance programmes. Increased contributions from Member States would enable a much earlier implementation of the robust assistance regime envisaged in the Global Aviation Security Plan road map.

ICAO, Member States and other stakeholders will then pursue further opportunities to enhance counter-terrorism capabilities in the locations that need them most. This will include enhanced risk awareness and response, a wider understanding of the threats and risks facing civil aviation, monitoring new and emerging threats to civil aviation, maintaining an updated ICAO Global Risk Context Statement and reviewing the measures set out in annex 17, on security, of the Chicago Convention and related ICAO guidance material.

The use of Advance Passenger Information System data, along with Passenger Name Record information, will greatly assist us in identifying air travellers who may pose a threat to aviation. We must also remain vigilant, however, to keep an appropriate balance between the necessary level of security, the passenger experience and facilitation objectives.

The importance of an accurate risk assessment, based on an equally accurate threat assessment, cannot be overemphasized. All facets of national and local activities should be focused on understanding applicable risks. Although the terms "security risk assessment" and "threat assessment" have been in annex 17, on security, of the Chicago Convention for many years, there remain varied levels of understanding, development and implementation of viable risk assessments among Member States.

ICAO's continued attention to the Global Risk Context Statement, along with our new Risk Management Workshop, intends to address this concern.

The ICAO Global Aviation Security Symposium 2017 highlighted the strong commitments by all members of the air-transport community to the principles and goals contained in resolution 2309 (2016). I remain confident that through our continued collaboration, we will persevere and be successful in reducing the likelihood that an act of unlawful interference will be committed against aviation. The recently established United Nations Office of Counter-Terrorism will be an important ally with which I look forward to working.

In particular, I would like to highlight the cooperation between ICAO and the Counter-Terrorism Implementation Task Force on the delivery of technical assistance and capacity-building in the field of aviation security. ICAO personnel are extensively trained and experienced in understanding the myriad ways in which compliance can be achieved in the aviation regime, and our participation in these evaluations also contributes to our own understanding of best practices.

We are currently exploring an arrangement with CTED in order to enhance our cooperation. Other United Nations agencies can also be valuable partners.

The Security Council may wish to consider allocating a portion of counter-terrorism funds and to encourage Member States to increase their contributions to aviation security projects, in particular for capacity-building and training, so as to enhance the effective implementation of ICAO standards by all Member States.

The Global Aviation Security Plan is a major milestone for civil aviation security, contributing to the United Nations Global Counter-Terrorism Strategy. Consequently, I call on the Security Council to support and promote the Global Aviation Security Plan so as to facilitate its implementation by all Member States.

In summary, I believe that resolution 2309 (2016) and the Global Aviation Security Plan will provide a globally accepted foundation upon which stronger aviation security postures can be achieved.

As the Council is aware, aviation, which represents 50 per cent of international tourism and 35 per cent of international trade by value, contributes significantly to the sustainable development of all States Members of the United Nations and to the implementation of the Sustainable Development Goals. This recognition of aviation's importance with respect to the threats posed by terrorism enables ICAO and the other entities charged with mitigating terrorist acts to press ahead with the improvements necessary in all areas of our strategies and operations.

I thank the members of the Security Council for this opportunity to brief them on the latest developments in aviation security, and I remain at their disposal for any future updates on this or any other matter relating to international civil aviation security.

The President: I thank Ms. Fang Liu for her briefing.

I now give the floor to the Permanent Representative of Egypt in his capacity as Chair of the Committee pursuant to resolution 1373 (2001) concerning counter-terrorism.

Mr. Aboulatta (Egypt): In my capacity as Chair of the Committee established pursuant to resolution 1373 (2001) concerning counter-terrorism, I have the honour to brief the Council, together with Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), on the outcomes of the Committee's special meeting on terrorist threats to civil aviation.

The special meeting was held at Headquarters on 7 July, as requested by the Council in resolution 2309 (2016). It is clear that the global and interconnected nature of the international civil aviation industry exposes States Members of all regions to potential terrorist attacks. Attacks against international civil aviation cause substantial loss of life, economic damage and disruption. There is a growing awareness of the global terrorist threat to civil aviation. However, we must work together urgently to further strengthen Member States' implementation of the obligations and commitments aimed at addressing the threat. In doing so, we must work together to assist those States that lack the capacity to do so effectively.

Resolution 2309 (2016), adopted in September last year, outlines a number of priority steps to be taken by Member States to strengthen their implementation of ICAO's security-related Standards and Recommended Practices (SARPs). Like the resolution, ICAO's new global aviation security plan also calls on States to strengthen coordination and cooperation among relevant national departments and agencies. I welcome the security plan. I also welcome the current initiative of the Counter-Terrorism Committee Executive

Directorate (CTED) and ICAO to enter into a formal cooperation agreement aimed at further harmonizing and strengthening their long-standing partnership.

ICAO, of course, plays a central role in developing and monitoring international aviation security standards. CTED plays a central role in supporting and implementing the policy decisions of the Counter-Terrorism Committee (CTC) and the Council in assisting them to define the international counter-terrorism agenda and assessing States' efforts to prevent and counter terrorism, including in relation to civil aviation. It does so notably through the assessment visits conducted to Member States on the Committee's behalf, through its analyses and through its identification of gaps, challenges, trends and good practices. Whenever possible, ICAO takes part in the Committee's country visits, while playing a vital role in the evaluation of aviation-security measures. The visits and the resulting recommendations made to the Committee are thereby in full compliance with ICAO's work and audits.

As the Committee's assessments and analyses make clear, many States lack the capacities and resources required to implement effective measures to strengthen civil aviation security. In a global environment marked by a number of new and emerging terrorist threats and rapid technological change, we must encourage and support all Member States to continue strengthening implementation of good aviation practices, in particular those set forth in paragraph 6 of resolution 2309 (2016). Those practices include enhancing screening and security checks, ensuring appropriate resources and effective quality controls, and promoting an effective security culture.

It cannot be stressed enough that gaps in basic aviation-security measures result in vulnerabilities that can easily be exploited and circumvented by terrorists. New, updated and revised guidance materials developed by ICAO should be fully used, and threat and risk assessment methodologies should be regularly updated and amended. Member States are often not sufficiently engaged in dialogue with all the relevant actors involved in the implementation of aviation-security measures. Many fail to perceive the need to adopt a risk-based approach and apply a common methodology to assess the risk. In that regard, Member States can avail themselves of the risk context statement provided by ICAO.

However, there remains a need to strengthen mechanisms for the sharing of threat information at the international and national levels, including by frontline aviation security staff, who often lack access to critical information or the knowledge and expertise required to handle and act on such information. Many States also lack access to the relevant databases, including those of INTERPOL and the sanctions lists of the Monitoring Group of the Committee pursuant to resolutions 1267 (1999), 1989 (2011) and 2253 (2015) concerning the Islamic State in Iraq and the Levant (Da'esh), Al-Qaida and associated individuals, groups, undertakings and entities.

Moreover, as CTED's assessment and analysis work reveals, only 57 States have introduced an advance passenger information (API) system. The low level of API implementation represents a major security gap. Resolution 2178 (2014), adopted in 2014, requires Member States to ensure that airlines operating in their territories provide an API in order to detect the departure from their territories, or attempted entry into or transit through their territories, of individuals designated by the ISIL (Da'esh) and Al-Qaida sanctions committees. I should note that CTED is involved in the project of the United Nations Counter-Terrorism Centre to help Member States establish API systems. The project includes regional workshops, capacity-building consultations and the development of a national API implementation road map.

A further major concern is the lack of protection in landside airport areas. Unlike security-restricted areas, landside areas are accessible to the public and often managed by a broad range of agencies. Particular challenges in that regard are the actions of lone gunmen, as with the Fort Lauderdale attack of January 2017; mass-casualty explosive devices, as with the 2016 attacks carried out in Brussels and Istanbul; and attacks involving improvised explosive devices (IEDs) carried by passengers. The use of information and communications technologies for malicious purposes and the potential vulnerability of aircraft and airport information technology systems also require our urgent attention.

Allow me to make a few brief proposals for further action by the Council and the Committee aimed at addressing the terrorist threat to civil aviation.

The Council and the CTC should intensify their efforts to raise awareness of and promote the SARPs

and the guidance material developed by ICAO. They should urge States to make the relevant national agencies aware of those tools, including by ensuring the provision of appropriate training for all relevant actors, in particular the frontline staff responsible for implementing security controls. I would note in that regard that the CTC recently reviewed the updated *Technical Guide to the implementation of Security Council resolution 1373 (2009) and other relevant resolutions* so as to reflect the provisions of recently adopted resolutions, including resolution 2309 (2016), as well as the tools and instruments developed by ICAO. The *Guide* is intended as a comprehensive reference tool to help States assess the progress of their implementation efforts.

The Council and the CTC should incorporate the relevant Council resolutions into the civil aviation security framework. For example, States should be encouraged to take into consideration the provisions of Council resolution 2341 (2017) on protecting critical infrastructure from terrorist attacks, and incorporate them into their national civil aviation security programmes. There is also a need to increase understanding of that growing threat.

The Council and the CTC should promote the establishment of risk-management processes at all airports, including risk assessment, the implementation of the relevant mitigation measures and efforts to ensure that such measures are effectively implemented by security personnel. The Council and the CTC should urge States to enhance the protection of airport landside areas. The new ICAO standards and guidance material covering the protection of landside areas should be taken into consideration.

States should be urged to address the use of information and communications technologies for malicious purposes, as well as the use of sophisticated IEDs. The Council and the CTC should urge States and industry actors to regard aviation security audits as an opportunity to identify best practices, as well as capacity-building and technical assistance needs. States should be urged to strengthen their capacity to identify low- and high-risk passengers, while taking into account the need to facilitate travel.

Especially urgent, in that regard, is the introduction and effective implementation of both Advance Passenger Information systems and Passenger Name Record systems, as a means to identify terrorists and foreign terrorist fighters. The Council and the CTC should encourage States to step up their efforts to populate INTERPOL databases, including by ensuring connectivity to and the active use of, and expanded access to its I-24/7 global police communications system.

In conclusion, I encourage the Council and the CTC to continue to address aviation security-related issues, including by promoting the implementation of resolution 2309 (2016) by member States. This topic will continue to be considered by the Committee, including through regular briefings provided by CTED and ICAO. I also urge the Council and the Committee to continue to support closer cooperation between ICAO and the Committee. The CTC and CTED will continue to enhance their cooperation in that area with the Office of Counter-Terrorism. It is my hope that the Office will fully utilize the assessment, analysis and expertise of the Committee and CTED in this area, including within the framework of technical assistance facilitation.

The President: I thank Ambassador Aboulatta for his briefing.

I shall now give the floor to those Council members who wish to make statements.

Mr. Allen (United Kingdom): May I thank Secretary General Liu and Ambassador Aboulatta for their briefings, which were both informative. I thought that they contained some important recommendations of which we can all take note.

A year ago, the Security Council met to adopt its first-ever resolution on the terrorist threats facing civil aviation (see S/PV.7775). Through that unanimous adoption, we showed our joint resolve to protect our citizens from a shared and escalating threat, and we started a global discussion on how together we would improve aviation security standards. We therefore welcome the good work that has followed over the past 12 months. It speaks volumes about the momentum created by resolution 2309 (2016) that the Global Aviation Security Plan was completed two years ahead of the original schedule. And we look forward to the plan being endorsed later this year by the International Civil Aviation Organization Council (ICAO). We believe that the Security Council should then add its endorsement and call to action.

And yet, one year on from 2309 (2016), it is clear that the threat facing civil aviation has not diminished; instead, it has evolved. Members will recall the plot to

smuggle bombs inside laptops, which led the United Kingdom and the United States to ban larger electronics from the cabins of aircraft for several months this year, or the failed attack at Sydney's international airport just two months ago — a sophisticated effort that would have claimed hundreds of innocent lives. Those are but two examples of the terrorists' unrelenting desire to bring death and destruction to our skies. Those plots should remind us all that we cannot relent in our efforts to keep our citizens safe.

Instead, we need to maintain the resolve we found a year ago. That means each and every ICAO member State turning its commitment to the global aviation security plan into real action. Lip service is simply no deterrent. Those who believe their airports and carriers are somehow immune from terrorist targeting are not just wrong; they are also irresponsible, shirking both their obligations and the common responsibility we have to protect the global industry and our peoples who use it.

Aviation is part of the lifeblood of our economies. We recognize that implementing ICAO's agreed Standards and doing so on the basis of recommended practices validated by robust verification is a challenge for some, no matter how good their intentions. Let us therefore support each other through technical cooperation and capacity development, as spelled out in 2309 (2016). The United Kingdom has recently tripled its budget for such assistance and has an active programme, working alongside dozens of fellow Member States. I call upon other Council members to do the same.

It is not just ICAO members that can do more. I see three ways for the United Nations, together with ICAO, to work better to ensure that aviation security remains at the top of the agenda, getting the attention it requires. First, threats to aviation security should be routinely included in United Nations reporting related to terrorism. We encourage the Monitoring Team of the Committee pursuant to resolutions 1267 (1999), 1989 (2011) and 2253 (2015) concerning ISIL (Da'esh), Al-Qaida and associated individuals, groups, undertakings and entities to make sure that it asks States about threats to aviation security and that those threats are properly assessed in the team's regular reporting.

Secondly, we welcome the close corporation that has developed between the Counter-Terrorism Committee Executive Directorate (CTED) and ICAO. Those two agencies already work together closely and are developing a cooperation agreement. We encourage continued collaboration on CTED country assessments, but also on sharing information, research and analysis about the emerging trends in terrorist threats to civil aviation, and on cutting-edge ways in which they could be mitigated.

Thirdly, we encourage the new United Nations to work closely with ICAO and make capacity-building in aviation security a priority. We encourage them together to identify and deliver appropriate capacity-building projects, in line with the actions and tasks set out in the global aviation security plan.

In conclusion, the first anniversary of 2309 (2016) is a moment, in part, to reflect on what has been achieved over the past year; but it needs to be far more than that. It should also be a moment when we ask how we sustain the momentum created by 2309 (2016), putting into practice what we have committed to on paper.

Ms. Sison (United States of America): I thank Secretary General Liu and Ambassador Aboulatta for their briefings.

"We have some planes." That was one of the first radio transmissions air traffic controllers heard on 11 September 2001. More than 16 years later the pain of that barbaric act of terrorism remains. We continue to mourn the victims and honour their memories. Across the United States, Americans remember vividly exactly where they were and what they were doing when they got word that a plane had struck the World Trade Centre. None of us will forget.

Just as we never forget what the victims of 9/11 suffered that day, we must never forget the lessons we learned. We know that terrorists are determined to target civil aviation. They want to attack the links that connect our countries and bring down the infrastructure that is the backbone of modern society. Despite the many improvements made to aviation since 9/11, the threat is still all too real.

The threat of civil aviation continues to evolve at a rate that challenges even our best efforts to secure the global aviation system and recent terrorist attacks against aircraft in Egypt and Somalia make that clear. At the same time, a reliance on airplanes to facilitate the movement of people and goods continues to grow. As the global economy continues to be more and more reliant on aviation, keeping that system secure becomes more and more important.

Last year, through resolution 2309 (2016), the Security Council recognized the importance of aviation security in our global counter-terrorism efforts. The resolution was built on previous work to strengthen global standards to address the terrorist threat. Resolution 2309 (2016) highlighted the importance of mobilizing more resources and deepening our cooperation to respond to changing threats. We welcome the work of the global aviation community in response to resolution 2309 (2016), including through the International Civil Aviation Organization (ICAO).

ICAO has developed the Global Aviation Security Plan, and the United States calls on the ICAO Council to endorse that plan as soon as possible. It is a vital next step towards increasing international cooperation on aviation security. Once the global aviation security plan is approved, it will be up to Member States to work with ICAO to make sure its recommendations are implemented and progress is monitored.

United Nations counter-terrorism offices should focus on helping Member States follow through on ICAO's plans. However, ultimately, keeping air travel safe requires each Member State to do its part. Just one weak link in the sprawling international system can become a catastrophic vulnerability. Consistent with resolution 2341 (2017), the United States calls on all Member States to strengthen the protection of critical infrastructure, such as airports. Member States must also be vigilant about preventing foreign terrorist fighters from travelling across borders.

The United States has helped to lead efforts in expanding information-sharing on known and suspected terrorists and improving border security through enhanced traveller screening. However, we have more to do to counter the foreign fighter threat. That is especially true as fighters from the battlefields in Syria and Iraq try to return home or move to other war zones.

Despite the progress we have made, the terrorist threat to aviation, airports and air travellers remains. Many countries still struggle to consistently implement and adhere to international security standards and practices. As Member States, we must hold each other accountable to ensure that international security standards are both rigorously implemented and adequate to meet new threats. No country should be left behind. We must continue expanding intelligence and law enforcement information-sharing and accelerate efforts to implement advance passenger information and passenger name record collection analysis and sharing to identify terrorists and criminals.

It is up to each of us to recognize our unique vulnerabilities. We must take a hard look at current threats and anticipate future ones. The United States will continue to take a hard look at our system of air travel to make it stronger. We look forward to continuing our work with fellow Member States and United Nations entities to ensure the security of the global aviation system.

Above all, we cannot forget the fundamental role that air travel plays in our lives today. The fact that leaders from around the world gathered here at the United Nations last week is a timely reminder of that. It is simply impossible to imagine the modern world without aviation. We all rely on the knowledge that when we board a plane, we will reach our destination safely. If we were to think for a moment about the stakes of keeping aviation safe, we would all agree that there is no time to waste in strengthening that vital system. That should push us to deepen our cooperation. The United States stands ready to help.

Mr. Biagini (Italy): First of all, I wish to thank the Ethiopian presidency for convening this meeting. I also thank the Chair of the Security Council Committee established pursuant to resolution 1373 (2001), concerning counter-terrorism — Ambassador Aboulatta — for his briefing. In particular, I thank the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Liu, for the great accuracy and significance of the organization's work in raising the level of safety in civil aviation. She has the full support and backing of Italy.

One year has passed since the Security Council adopted resolution 2309 (2016). In the meantime, as we have heard, the terrorist threat has evolved. It has been addressed but is still present. The danger of terrorists infiltrating into civil aviation passenger flows has previously been related primarily to foreign terrorist fighters, as was highlighted in resolution 2178 (2014). Currently, terrorist detection is mainly focused on returnees and new forms of threats. However, we must remember that civil aviation is still vulnerable to that previous kind of threat. Therefore, we call on the international community to strengthen cooperation, information-sharing and security measures at,

and within, airports, according to updated and shared standards.

On 26 May, in the Taormina statement on the fight against terrorism and violent extremism, the leaders of the Group of Seven confirmed their commitment to strengthening cooperation among border agencies and supporting the expansion of the use of advance passenger information (API) and passenger name records in traveller screenings. We acknowledge that many countries in several regions need capacity-building projects to enhance the effectiveness of their fight against terrorism. With specific reference to aviation security, there are objective constraints for the technological transition from pre-existing information systems to the current API system. That transition takes time and means managing different systems for a certain period, but the critical importance of API as an effective tool in the fight against terrorism is undeniable.

Ensuring the safety of international flights and passengers, helping to prevent terrorist attacks and strengthening the effectiveness of law enforcement and judicial action are the essential goals of resolution 2309 (2016). Implementation is now key. We are dealing with a global threat, and it is therefore necessary to not only share international standards but also expertise and best practices in implementation. In that regard, the assistance and technical support provided by ICAO and the Counter-Terrorism Committee Executive Directorate are fundamental.

Finally, we look forward to broad agreement among Member States on the approval of the Global Aviation Aecurity Plan as a further significant step forward for the security of civil aviation. Italy will continue to support the optimal implementation of all the necessary requirements to enhance effectiveness in preventing terrorist attacks, bearing in mind that the security of airports and flights is a civil right and a fundamental reaffirmation of our collective freedom.

Mr. Inchauste Jordán (Plurinational State of Bolivia) (*spoke in Spanish*): First and foremost, we thank Ambassador Aboulatta, in his capacity as Chair of the Counter-Terrorism Committee, and Ms. Liu, Secretary General of the International Civil Aviation Organization, for their briefings.

Once again, Bolivia reiterates its categorical condemnation of all terrorist acts in all forms and manifestations, as they are criminal and unjustifiable, regardless of their motivation, wherever or whenever they may be and whoever commits them. Terrorism constitutes one of the most serious threats to peace, social coexistence and international security. Terrorist acts that are related to civil aviation security are not only a threat to the safety and confidence of people, but also to the economy and trade between States.

The need for cooperation among States is clear, so as to avoid any attempt by terrorist groups to capitalize on possible safety deficiencies at airports. We therefore reaffirm the need to evaluate whether or not current international standards are effective when it comes to their implementation. At the same time, due to the nature of terrorist acts, those standards must evolve and adapt to current situations.

We highlight the progress made to date since the adoption of the Chicago Convention on International Civil Aviation, through various international instruments, such as the 1988 Protocol to the Montreal Convention Protocol for the Suppression of Unlawful Acts against the Safety of Civil Aviation, which expands its provisions to include terrorist acts committed in airports providing services to international civil aviation, the 2010 Protocol to the Beijing Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, as well as resolution 2309 (2016), which encourages further coordination with the International Civil Aviation Organization.

As set out in resolution 2309 (2016), Bolivia, in coordination with the International Civil Aviation Organization, is implementing effective national mechanisms to adequately enforce aviation safety measures to counter such threats. Our national criminal code categorizes terrorism as any act that aims to provoke a state of alert or collective panic among the population. It also stipulates that appropriating an aircraft or vessel through violence, threat or any other form of intimidation is an act of terrorism.

In that vein, we have worked on implementing the national civil aviation safety programme, which is intended to establish the various responsibilities and levels of coordination among different institutions, public or private companies and State security bodies regarding anything related to the permanent safety of civil aviation, in order to prevent acts of illicit interference, crimes and violations that infringe upon the normal development of aviation activities.

The contexts in which terrorism arises, both locally and globally, are the challenge that the international community faces. In order to overcome that challenge, we call on the Security Council to join forces in the fight against the scourge of terrorism through greater international coordination, while respecting the Charter of the United Nations and the sovereignty, independence and territorial integrity of States within the framework of international law.

Finally, we express our support for the ongoing work being done by both the Counter-Terrorism Committee and the Counter-Terrorism Committee Executive Directorate, as well as the International Civil Aviation Organization.

It is a fact that there are still challenges for States, but we are sure that besides holding dialogue on aviation security and cooperation with respect to information exchange, only through capacity-building will we be able to guarantee the well-being of the population with respect to the use of civil aviation services.

Mr. Umarov (Kazakhstan): I thank Ethiopia for its able leadership this month and for highlighting the importance of aviation security. I also express my appreciation to the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Liu, and the Chair of the Counter-Terrorism Committee, Ambassador Amr Abdellatif Aboulatta, for their informative briefings. I would especially like to express my gratitude to Ms. Fang Liu for her official visit to Kazakhstan last month. Her meetings with officials of my country augur well for our close collaboration in the future.

Kazakhstan is committed to aviation security and protecting civil aviation facilities and critical infrastructure for combating international terrorism from terrorist attacks, in the light of the complex and innovative methods used by terrorist organizations. My country's relevant competent authorities have intensified their interaction with the relevant regional and international organizations and taken vigorous and prompt measures to eliminate threats to international flights, in accordance with resolution 2309 (2016), which calls on Member States to take immediate measures to eliminate any gaps or loopholes.

In 2016, the Executive Directorate of the Counter-Terrorism Committee (CTED) carried out an assessment of Kazakhstan's implementation of the basic counter-terrorism resolutions of the Security Council and found them to be quite effective. The European Commission also carried out a technical safety assessment in Kazakhstan and confirmed that the country was effectively implementing ICAO standards.

In addition, in accordance with the national transport law of the Republic of Kazakhstan, our civil aviation committee is considering the installation and maintenance of an information system for collecting and processing air passenger data. We are working to introduce the Advance Passenger Information System and carrying out a study of the capabilities of the Interactive Advance Passenger Information System, which is becoming the new standard. We are undertaking that exercise with the assistance of experts from CTED, the United Nations Counter-Terrorism Centre and the United Nations Office of Counter-Terrorism. In the near future, intend to ratify the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation.

Because the nature of attacks on civil aviation infrastructure is constantly changing, Kazakhstan believes that it is necessary to constantly review, harmonize and consolidate legislation and actions with neighbouring and regional countries that share constant flow of air traffic. That applies to the international sphere, as well.

We call for the development of an active exchange of information between Member States and international organizations on new methods and practices in the field of aviation security. Special vigilance is called for with regard to preventing direct attacks, smuggling explosives onto aircraft, using drones to carry lethal materials or vehicles laden with explosives, the hijacking of planes and attacks with mortars of short- and long-range anti-tank missiles. All of that requires thorough screening, the creation of stand-off security zones, clear operational roles between armed forces, special security and the police and situational crisis training of civilian populations. In order to help countries fight those challenges, comply with norms and establish uniform procedures, capacity-building will be necessary by way of well-qualified personnel, training, equipment for detection and destruction and early warning.

In conclusion, we reaffirm Kazakhstan's commitment to implementing effective measures to counter and mitigate terrorist attacks against civil

aviation by strengthening partner relations and applying the norms and standards established by ICAO.

Mr. Kawamura (Japan): I would like to begin by thanking Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), and Ambassador Amr Abdellatif Aboulatta, Chair of the Counter-Terrorism Committee, for their comprehensive and informative briefings.

Japan co-sponsored resolution 2309 (2016) with a view to enhancing aviation security together with the international community. Civil aviation has been an attractive target for terrorists over the past decades, as we witnessed with the attacks in the United States of 11 September 2011, and more recently in Brussels and Istanbul last year. Terrorists will use all available methods to attack civil aviation. We therefore need to use all available tools to prevent them from doing so. While aviation security covers a wide range of areas of activty, information exchange is among the most basic and effective.

As the briefers pointed out, advance passenger information (API) and passenger name record (PNR) systems should be introduced in order to detect foreign terrorist fighters, in accordance with resolutions 2178 (2014) and 2368 (2017). ICAO's API guidelines and PNR reporting standards demonstrate how useful such systems can be. API includes passport and flight information, while PNR includes passengers' booking information, including itineraries, the names and nationalities of travelling companions and payment methods. That information helps the authorities analyse and detect possible foreign terrorist fighters before they arrive at airports.

However, as Ambassador Aboulatta pointed out, according to the March report of the Executive Directorate of the Counter-Terrorism Committee, only 57 out of 193 Member States have introduced API and only 15 use the PNR system. Japan calls upon all Member States to employ those systems as soon as possible, as encouraged by relevant resolutions. In order to support such efforts, Japan has provided $2.24 million of assistance to the Asia-Pacific region to promote API and PNR for aviation security. We hope that other Member States will also promote support for the wider use of those systems.

Moreover, API and PNR systems will not be enough. We must collect information on terrorists in order to be able to match the information obtained by API and PNR. Therefore, updating the sanctions lists on the Islamic State in Iraq and the Levant and Al-Qaida and populating INTERPOL databases, including stolen and lost travel documents databases, is important. Those databases should be extended to airports and border checkpoints. If those areas do not have access to the databases, terrorists can sneak across borders unnoticed due to the lack of timely notice. However, more than 100 out of the 190 member States of INTERPOL do not use that powerful database to screen travellers at airports and border checkpoints. Therefore, I urge Member States to extend access to INTERPOL databases to airports and other front-line checkpoints in accordance with resolution 2322 (2016).

With regard to aviation security,I would like to take this opportunity to strongly condemn the series of ballistic missile launches carried out by North Korea in flagrant violation of Security Council resolutions. We demand that North Korea immediately cease all such actions. Those ballistic missiles were launched without any prior notification. They could have catastrophic consequences and pose a threat to aviation security.

In conclusion, I would like to stress the importance of moving towards implementation. Japan is always ready to work closely with other countries to enhance their capacities in counter-terrorism, including aviation security. We must unite against terrorists by implementing resolution 2309 (2016) and related resolutions and further enhancing our counter-terrorism measures.

Mr. Wu Haitao (China) (*spoke in Chinese*): China would like to thank you, Mr. President, for convening this open debate on civil aviation security and counter-terrorism. Our thanks also go to the two briefers — Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), and Ambassador Aboulatta, Chair of the Counter-Terrorism Committee (CTC).

Civil aviation is important to connectivity, political and cultural exchanges, trade and economic cooperation among nations. In recent years, terrorist organizations have been targeting civil aviation in terror attacks, jeopardizing the safety and security of people and property and undermining the stability and socioeconomic development of the countries affected. Guided by the notion that humankind is a community with a shared future, the international community should scale up international cooperation in civil

aviation and take practical and effective measures to protect the global civil aviation system from the threat of terrorist attacks. In that context, I would like to highlight the following three points.

First, a harmonized set of standards should be upheld to guard against and combat acts of terror against civil aviation. All countries should be consistent in their zero-tolerance and non-discrimination approach towards terrorism — that is to relentlessly suppress terrorist activities regardless of the countries they target or the means they employ. International counter-terrorism operations must fully leverage the leadership of the United Nations in general, and in particular that of the Security Council, adhere to the purposes and principles of the Charter of the United Nations, strengthen effective coordination, develop a united front against terrorism at the international level and keep the heat up on terrorists — fighting them with an iron hand.

Secondly, as this is a Member State-led process, strengthening developing countries' capacity-building should be prioritized. Developing countries face more challenges in capacity-building to ensure civil aviation security. The international community's priorities in that regard include airport security screening, safety and security risk assessment and on-site response. Developing countries should receive assistance to enhance their civil aviation protection capacity. Meanwhile, it is necessary to respect the sovereignty of the recipient countries and to help them address practical challenges with concrete measures.

Thirdly, the relevant resolutions of the Security Council should be implemented in good faith to scale up international cooperation in protecting civil aviation from terror attacks. In September 2016, the Council unanimously adopted resolution 2309 (2016). Pursuant to the resolution, all parties should strengthen the sharing of civil aviation security intelligence and step up cooperation in border control and enforcement. ICAO should encourage States to improve and refine their civil aviation security measures and encourage the international community to invest more in civil aviation security, continue to work closely with the CTC and the Counter-Terrorism Executive Directorate under the Security Council and the United Nations Office of Counter-Terrorism and assist Member States in enhancing capacity-building in the relevant fields.

China is an important member of the international counter-terrorism community. China will continue to promote anti-terror cooperation in civil aviation and raise our standards of civil aviation security, in accordance with our counter-terrorism law, national civil aviation security legislation and international conventions. During the Belt and Road Forum for International Cooperation that was held in Beijing in May, the Civil Aviation Administration of China and ICAO signed a memorandum of understanding on cooperation. China is ready to work with ICAO to scale up international cooperation in areas such as aviation safety and security management.

Mr. Seck (Senegal) (*spoke in French*): The delegation of Senegal welcomes the convening of this briefing, one year after the Security Council's adoption of the historic resolution 2309 (2016) of 22 September 2016. It gives us an opportunity to deepen our thinking on the possible solutions to counter the threats to international peace and security that constitute the growing number of terrorist attacks against civil aviation. The special meeting on the same topic that took place in July had already laid the groundwork for our discussion today. That brings me to congratulate Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), and our colleague Ambassador Aboulatta, Chair of the Counter-Terrorism Committee (CTC), for their excellent briefings.

It is encouraging to note, in particular in the light of the outstanding briefing made by the Secretary General of ICAO, that the basis of international legislation for aviation security provided for in the Chicago Convention of 7 December 1944 is subject to regular updates by ICAO to adapt to the new security context that is characterized by constantly changing terrorist threats. The crucial role of ICAO in developing international civil aviation safety standards and in pursuing their effective implementation must be strengthened by the joint efforts of Member States, specialized agencies and the aeronautical industry, because when the terrorist threat affects a sector as sensitive as air transportation, it becomes elusive and difficult to prevent. Therefore, constant vigilance and monitoring, based on an awareness of each country and region's own specific context and internal geopolitical environment, become fundamental.

In that regard, in order to be effective, any action taken to combat that phenomenon must be complemented by a strengthening of regional and

international cooperation in the areas of information sharing and border control, as well as technologies for recording, security control and boarding.

Airport facilities such as terminals, cargo areas, baggage handling areas, parking zones and areas for take-off and landing are all targets and vulnerable areas for terrorist attacks. Safeguarding those areas is therefore a major challenge. Similarly, control procedures for passengers and other users is another equally sensitive domain where any failures could provide terrorist groups with an opportunity to plan and implement dangerous acts.

At the national, regional and international levels, Senegal is specifically implementing the Global Civil Aviation Security Plan and its road map, which the Secretary General described. That is the case because Senegal is a regional hub for both civil aviation and counter-terrorism. My country serves as the headquarters for aviation security in Africa, which has led us to cooperate in airspace management, with a jurisdiction covering an airspace of 16,005,000 square kilometers — one and a half times that of Europe. Senegal is also responsible for managing one of the six African flight information regions — the South Atlantic Coastal Region. My country also hosts the headquarters for the African Commission for Civil Aviation, a specialized agency of the African Union, as well as the regional office of ICAO. The African Civil Aviation Commission's mission is to promote civil aviation and ensure that it is safe, secure, profitable and sustainable and respects the environment in Africa. It also implements the ICAO Integrated Air Transport System and develops rules and regulations that are aligned to conform with current international civil aviation legislation.

In line with ICAO provisions, which affirm that every State is responsible for ensuring the effective implementation of all security measures aimed at protecting aviation from unlawful interference, the State of Senegal has been working for a number of years on a major programme designed to strengthen civil aviation security on its territory and in its airspace. The policy enabled the National Assembly to adopt a new civil aviation code through its enactment of Act 2015-10 on 4 May 2015, and to establish aviation regulations as a basis for the operational implementation of security measures and procedures. At the national level, this regulatory framework was considerably bolstered by the implementation of the provisions of annex 17 to the Chicago Convention on International Civil Aviation and the ICAO Universal Security Audit Programme.

Moreover, Senegal's adoption of aviation regulation 9/2016, on advance passenger information, has made it the second most advanced African country on the issue. We have therefore created a platform for exchanging and sharing sensitive information with other States in order to be able to present a solid and united front in dealing with the appearance of new threats and attempts at illicit attacks that make use of aircraft or airports. In that regard, and pursuant to its 2015/1969 decree of 21 September 2015, Senegal has set up a system for monitoring civil aviation security based on the ICAO provisions. It is being effectively enforced and will ensure air transport security in our territory by establishing national civil aviation security programmes. In 2016, Senegal also adopted a national maritime security strategy.

At the subregional level, the State of Senegal has ratified the provisions of the West African Economic and Monetary Union (WAEMU) relating to air transport, including Regulation 10, on civil aviation security, and Decision 11, on the implementation of safety practices and procedures within the WAEMU member States. Each member State reserves the right to apply more stringent measures in order to respond to specific demands arising from the results of a national threat analysis.

West Africa and the Sahel are seeing an increase in terrorist and cyberattacks, alongside an enormous quantity of arms and ammunition in circulation, including rocket-propelled grenades, which is a terrible threat and a source of concern for the subregion. Along with arms smuggling, it is also a threat to the stability of the entire Sahel-Sahara region. If we are to prevent Africa from becoming the soft underbelly of air security, we should ensure the provision of major, multidimensional technical assistance in terms of training of human resources as well as equipment and technology — as provided for in paragraph 7 of resolution 2309 (2016) and as Secretary General Liu called for this morning. In that regard, Senegal reiterates its support for better cooperation among ICAO, the Counter-Terrorism Implementation Task Force and the Counter-Terrorism Committee, including its Executive Directorate, whose human and financial resources should be strengthened, as Mr. Aboulatta, the Chair of the Counter-Terrorism Committee, has rightly said.

In conclusion, at a time when Senegal will be opening its state-of-the-art Blaise Diagne Airport in a few months, my delegation would like to encourage further consideration of resolution 2309 (2016), but especially its implementation, in perfect harmony with the other relevant Security Council resolutions on combating terrorism.

Mr. Nebenzia (Russian Federation) (*spoke in Russian*): The Russian delegation would like to thank Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), and Mr. Amr Aboulatta, Chai of the Counter-Terrorism Committee (CTC), for their assessments and their informative contributions to our discussion.

Our delegation played an active part in the dialogue on the issue of threats to civil aviation security held in July in the forum of the CTC. In the course of that meeting, the Deputy Minister of Transport of the Russian Federation made a presentation on my country's best practices for implementing international civil aviation security standards. In our view, the CTC's July special meeting gave us food for thought, in particular regarding the remaining gaps in States' fulfilment of the requirements for preventing terrorist acts and strengthening cooperation between States in that area. The fact is that all of these elements are reflected in the Council's counter-terrorism resolutions, starting with the foundational resolution 1373 (2001).

Among the new challenges in this area we are again seeing the issue of foreign terrorist fighters, incidents at airports caused by the actions of insiders and airport staff, the use of increasingly sophisticated improvised explosive devices, and the danger posed by cyberattacks. The previous arrangement affirmed that when formulating and implementing in practice rules and methods for ensuring aviation security, States should rely first and foremost on work carried out within the framework of ICAO, the international organization competent in these matters. In that context, it will be helpful to be able to rely on ICAO's Global Aviation Security Plan, currently being considered, along a road map for its implementation and accompanying programmes and projects.

As we see it, our job, in discussing this topic in the Council, and that of the relevant work in the CTC, is, without duplicating any efforts, to ensure that States are helped to comprehensively implement the relevant standards and recommendations, while taking into account the gaps that have been identified in their national counter-terrorism arrangements. We look forward to continued fruitful cooperation between the Security Council's counter-terrorism bodies and ICAO. We will also be interacting on the issue with the Monitoring Team of the Committee pursuant to resolutions 1267 (1999), 1989 (2011) and 2253 (2015), concerning ISIL (Da'esh), Al-Qaida, and associated individuals, groups, undertakings and entities. This process will undoubtedly also involve the newly established United Nations Centre for Counter-Terrorism, which is mandated to strengthen the coordination of technical assistance both within and beyond the United Nations. Our ultimate goal should be to create a sustainable system for protecting international civil aviation from acts of illicit interference, and the most effective means to that end is the coordinated action of States and international bodies within their respective mandates.

Mr. Aboulatta (Egypt) (*spoke in Arabic*): At the outset, I would like to thank the Ethiopian presidency of the Security Council for holding today's important meeting in response to paragraph 11 of resolution 2309 (2016). I should also like to extend my appreciation to Ms. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO), for her briefing today.

The meeting held on 7 July by the Committee established pursuant to resolution 1373 (2001) concerning counter-terrorism (CTC) on terrorist threats to civil aviation was one of the most important meetings held by the CTC in 2017, given the importance of the topic. As we have heard, that meeting resulted in an important outcome that should be fully respected and implemented.

In that vein, I note the relevance of resolution 2309 (2016), which stresses the important and pivotal role of the International Civil Aviation Organization in the implementation of that resolution and in all areas related to civil aviation and in the implementation of the Convention on International Civil Aviation to protect civil aviation against terrorist risks and threats. The resolution welcomes the work of ICAO to protect civil aviation. It calls on ICAO, within its mandate, to continue and enhance its efforts to establish compliance with international aviation security standards through effective implementation on the ground, and to assist Member States in this regard.

We underscore the need for States to comply with the implementation of resolution 2309 (2016), including all

its provisions, such as guarding against the use of civil aviation as a tool to transport foreign terrorist fighters. It stresses the need for all States to protect the security of their nationals from terrorist attacks targeting civil aviation, in accordance with international law. We also reiterate the need for all States to do what it takes, in accordance with international law and relevant Security Council resolutions, to prevent and combat terrorism, including terrorism that targets or uses civil aviation.

In that regard, Egypt has been taking internal measures to protect its people and territory against any terrorist attack that could target civil aviation. Egypt is pursuing its close cooperation with friendly countries and ICAO. Recently, we conducted a comprehensive review of practices in Egyptian airports to ensure the implementation of global security standards, in accordance with the Chicago Convention.

Additionally, Egypt is implementing effective measures to assess risks in Egyptian airports with a view to strengthening security screening and audits, as well as the security of facilities, and detecting and deterring terrorist attacks against civil aviation. Egyptian authorities conduct regular and comprehensive reviews and assessments of those measures to ensure that they manage evolving threats and that they are in line with the ICAO Standards and Recommended Practices.

In that respect, the ICAO aviation audit team has given Egypt a positive assessment for its application of the standard security procedures set forth in the Chicago Convention. Egyptian authorities received a formal letter on 17 August from the Chair of the ICAO audit team, indicating the progress made by Egypt in reaching the highest standards of aviation security.

To conclude, Egypt underscores the need to secure the financial resources required by ICAO to enhance its ability to carry out its functions and assist States in the implementation of the Chicago Convention and the Global Aviation Security Plan. We may also consider that the Fund for Counter-Terrorism finances the projects carried out by ICAO in different States to protect civil aviation from terrorist risks and threats.

Mr. Yelchenko (Ukraine): I would like to thank the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Liu, and Ambassador Aboulatta for their insightful briefings.

In light of evolving terrorist threats throughout the world, the enhancement of aviation security worldwide is critical to keeping aircrafts and travellers safe and secure. Today's missile attack on the Kabul International Airport only highlights the need for the advancement of new standards of aviation security. It is not just timely, but necessary. Yet, not all needed improvements to aviation security can be made overnight, especially given that their implementation requires a phased approach and the active engagement of all States.

Among the urgent tasks are the enhancement of overall security with the Advanced Passenger Screening System; the heightened screening of personal baggage, in particular electronic devices, to prevent improvised explosive devices from being taken in the air; the introduction of increased security protocols around aircraft; and the establishment of additional pre-clearance locations.

Resolution 2309 (2016), which Ukraine co-sponsored, sent a strong message to ICAO to further develop its cooperation with the Security Council, in particular with the CTC and the Counter-Terrorism Executive Directorate (CTED). That entails a systematic exchange of information on terrorist threats, incidents, trends and mitigation efforts, as well as providing capacity-building assistance where it is needed most.

In that regard, we take positive note of the CTC special meeting held in July and the most recent 2017 ICAO Global Aviation Security Symposium, held this month. Both events facilitated strategic international collaboration in addressing the threat posed by terrorists targeting civil aviation by reinforcing, strengthening and promoting the international framework of aviation security standards. Their findings should be well reflected in national and international terrorism prevention strategies. We therefore encourage ICAO and CTED to continue such cooperation, with the active involvement of the new United Nations Office of Counter-Terrorism.

Driven by the requirements of resolutions 2309 (2016) and 2341 (2017), Ukraine updated its State programme on civil aviation security in March, in conformity with the recent amendments of the ICAO Standards and Recommended Practices. It establishes a mechanism for risk assessment at both the national and the airport levels, introduces extensive measures related to the protection of civil aviation from acts of unlawful interference, and in that regard enacts the provision of specialized training for security personnel

to promptly and effectively identify and eliminate threats to civil aviation.

Since a single cyberattack could deal even more damage to the civil aviation system than any other terrorist attack, a special focus under the State programme is given to the protection of critical airport infrastructure from cyberthreats, as envisaged by ICAO Assembly resolution 39-19. A dedicated division has been created within the State aviation service of Ukraine to coordinate cybersecurity strategies, policies and plans with airline companies and share respective information to help identify critical vulnerabilities that need to be addressed.

To check travellers' information against the terrorist sanctions lists, Ukraine has become a participant in the Advance Passenger Information System and supports its universal implementation. In that vein, we have also introduced ICAO-compliant biometric travel documents and equipped our airports with automated systems for their check-in.

The gravity of acts threatening the safety of international civil aviation, especially terrorist attacks, makes them a matter of concern for the entire international community. States should therefore spare no effort to cooperate diligently with the aim of thoroughly investigating those crimes and holding their perpetrators to justice.

One of the examples I must mention is the downing of Malaysia Airlines Flight MH-17 in Ukraine's occupied Donbas. Five countries — Australia, Belgium, Malaysia, the Netherlands and Ukraine — are already working together in the Joint Investigation Team (JIT) on the criminal investigation of that heinous crime. The investigation is still under way. Resolved to prosecute those responsible for this atrocious crime under the most authoritative body, Ukraine and its partners attempted to establish an international tribunal through the Security Council. Yet all our attempts were blocked by the Russian Federation.

This summer, the JIT countries decided that the prosecution and trial of the suspects would take place in the Netherlands. Ukraine and the Netherlands signed a bilateral treaty on international legal cooperation in relation to the downing of Flight MH-17. The treaty constitutes the legal basis for transferring the criminal proceedings from Ukraine to the Netherlands.

Last week, on the margins of the seventy-second session of the General Assembly, the Ministers of the JIT countries signed a memorandum of understanding regarding political support for prosecuting the perpetrators of the downing of Flight MH-17. By signing the agreement, we pledged to continue working in partnership to implement the demand of resolution 2166 (2014) that those responsible for this incident be held to account.

Together with other JIT countries and with broad support from the international community, we will continue working tirelessly to ensure justice for the victims and accountability for all responsible for this crime — those who supplied the missile system that shot down Flight MH-17, those who gave that criminal order, those who pushed the button and those who supported and funded terrorists then and continue to do so until now. We count on the backing of all States in this just cause.

Mr. Rosselli (Uruguay) (*spoke in Spanish*): I thank you, Mr. President, for convening this meeting, one year after the Security Council adopted resolution 2309 (2016). I also welcome the presence and participation of the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Liu, and thank our colleague Ambassador Aboulatta for his briefing on behalf of the Counter-Terrorism Committee.

The lives of thousands of people flying around the world on a daily basis depend upon the implementation of effective security measures in all aspects of civil aviation. Terrorist attacks against air transport and its connected infrastructure can have devastating consequences and have serious collateral effects on various aspects of life for States and their peoples.

The global nature of air transport means that States increasingly depend upon one another in order to implement effective security measures. Cooperation and concerted action are ultimately indispensable elements in order to achieve a reliable and safe environment for civil aviation. States must do their very best to implement the ICAO Standards and Recommended Practices, which requires political will.

However, it is worthwhile indicating that, on many occasions, political will is not enough. Many countries simply do not possess the infrastructure, technical capacity, know-how or financial and human resources to comply with the standards. Cooperation therefore becomes essential in their implementation.

We greatly value the assistance provided by ICAO and its No Country Left Behind campaign. We recognize the importance of the support that some countries are able to provide through technical assistance, training programmes and technology transfer.

We note that international civil aviation security involves a long chain of actors, institutions and States cooperating with each other — it is just as strong as its weakest link. In faithful compliance with the international obligations that we have undertaken, Uruguay has established a national civial aviation security committee and has in place a national programme for the same.

In terms of implementing resolution 2309 (2016), Uruguay's national civil aviation and aviation infrastructure authority highlights the importance of training on the issue of security, including monitoring practices, security checks, quality control, strengthening the exchange of information on international threats and, in particular, front-line aviation security personnel, who do not always have access to critical information or the knowledge and training required to manage it. We believe that safety audits are a useful instrument to identify best practices, as well as the need for technical assistance and training. Furthermore, new technologies used for passenger control and checking travel documents, especially what is known as the Advance Passenger Information System, are important elemenst in combating potential acts of air terrorism.

During her visit to our country in April, ICAO Secretary General Fang Liu was able to appreciate the efforts made by Uruguay to implement the ICAO Standards and Recommended Practices. Ms. Liu took that opportunity to indicate that Uruguay had raised its grade in the ICAO Universal Safety Oversight Audit Programme by over 30 per cent with regard to the previous year, including resolving all the significant concerns that had been highlighted previously.

Uruguay will continue working with respect for the Charter of the United Nations and international law to respond to terrorist threats to civil aviation, for we are aware that only a collective effort will make it possible to overcome these new and growing challenges.

Ms. Schoulgin-Nyoni (Sweden): Let me join others in welcoming to the Security Council the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Lui. I thank her for her informative briefing. Let me also thank Ambassador Aboulatta for his briefing as Chair of the Counter-Terrorism Committee.

We sit in a city that will forever stand testament to the vulnerability of civil aviation to terrorism and to its tragic consequences. Since the beginning of civil aviation, terrorists have found it to be an appealing target. In the past century, the hijacking of airplanes and the taking of innocent passengers as hostages for ransom or to achieve political gains was one of the most well-known manifestations of terrorism. However, the attack of 11 September 2001 brought about a new and unimaginable manifestation — the use of commercial airlines to commit the mass murder of civilians, both in the air and on the ground. Since then, we have increasingly seen attacks on the aviation industry that seek to spread fear and disruption.

At the same time, international civil aviation is essential. Interconnectivity contributes to the globalization that has spread prosperity and greater understanding between different nations and cultures. Yet with this greater interconnectedness comes interdependence. That is particularly true when it comes to aviation security. Ensuring that aviation is safe and secure for all is truly a common task among nations: we are only as safe as our weakest link.

Aviation security is an area where significant international cooperation is already taking place. We commend ICAO for its role in this work, not least in providing capacity-building and technical assistance to States. We welcome the improvements in the implementation of ICAO's Standards and Recommended Practices. We also welcome the ongoing work on the development of a new Global Aviation Security Plan that will support collective action in support of aviation security.

We appreciate the efforts of ICAO, the Counter-Terrorism Committee and the Counter-Terrorism Committee Executive Directorate to work together to find synergies among their respective areas of expertise. We need to support each other in effectively enhancing our aviation security. That includes operational cooperation and information exchange, not least on information specifically related to terrorist threats to civil aviation. Further capacity-building in this area is essential.

For the European Union (EU), as for so many others, the attacks of 11 September 2001 were a watershed moment. The new reality led to enhanced joint efforts

on aviation security within the EU. A common legislative framework is now in place across the EU, which incorporates ICAO standards as well as annex 17 of the Chicago Convention on International Civil Aviation. That legislative framework covers, inter alia, the screening of passengers, airport security, aircraft security checks, as well as other types of screening. The EU also provides support for capacity-building as part of its development cooperation policy. Partnerships with national and regional authorities play an important role in our efforts to build capacity in this area.

Attacks in recent years, including those on airports in Brussels and Istanbul, have shown that there is no room for complacency. We need to redouble our efforts and constantly improve the level of aviation security. Our work on aviation security must dovetail with our efforts to ensure effective and secure border control, airport security and cargo security. In addition, more work is needed to address emerging areas of potential vulnerability, including the landside security of airports and how to deal with new cybersecurity threats. Sweden is committed to working at home and together with our EU partners to ensure that our contribution to the global chain of aviation security is strong.

The aim of aviation security is, first and foremost, preventative. Today's discussion on aviation security is an important contribution to our collective efforts to counter and mitigate the direct threats terrorism can pose to civil aviation. In the broader context, we also need to ensure continued work, in compliance with international law, to prevent radicalization to violent extremism and terrorism in the first place, in line with our common United Nations Global Counter-Terrorism Strategy as well as the Plan of Action to Prevent Violent Extremism. The newly established United Nations Office of Counter-Terrorism will be instrumental in their implementation.

We should not forget that, for generations, aviation has created a sense of adventure and opportunity for millions. Terrorist attacks and threats seek to undermine that sense of wonder, and replace it with fear and distrust. By working together, we can ensure that they do not succeed.

Mr. Delattre (France) (*spoke in French*): Allow me, first and foremost, to express my sincere thanks to the Secretary General of the International Civil Aviation Organization (ICAO), Ms. Fang Liu, for her thorough briefing. I am pleased to see her again at the Security Council table, one year after the adoption of substantive resolution 2309 (2016). I would also like to thank my colleague Ambassador Aboulatta, Permanent Representative of Egypt, for his briefing on behalf of the Counter-Terrorism Committee (CTC).

International civil aviation continues to be a prime target for terrorist groups because of both the potential for human and economic damage and its impact on the media. Without going back over the striking examples of the past, several events this year once again illustrated the seriousness of the threat. One recent such example occurred at the end of July, when the Australian Government thwarted a terrorist attack that was likely targeting a plane.

In the face of such a serious threat, France has continued to work over the past year to strengthen systems in place and its response. At the national level, the measures we have taken to enhance air transport security include enhanced capacity to detect new explosives; enhanced and more rapid response capabilities to airport attacks; the setting up of intelligence cells dedicated to airports; the development of a new management system for background checks; and the adoption of a risk assessment programme for flights passing through third countries. Within the European Union, France recently strengthened its cooperation with the European Aviation Safety Agency through a cooperation agreement reached a few days ago. One of the stipulated areas of cooperation is the security of air transport.

Internationally, France is particularly active in ICAO, where it works on a daily basis under the leadership of my colleague, Philippe Bertoux, who is here today, in order to improve the Standards and Recommended Practices, strengthen international audits and to provide requesting States with targeted technical assistance. France has also assumed the chairmanship of the ICAO Council's Committee on Unlawful Interference, where it will actively contribute to the work of strengthening aviation security. My country is also committed to supporting the work of ICAO and has shown its commitment by providing two experts from the French administration to the ICAO — one in Montreal to support the team in charge of audits and the other at the regional office in Dakar to support the African Aviation Security and Facilitation Plan.

Against that backdrop, the Security Council has an important role to play in calling on all States to meet their obligations in this arena and to promote the implementation of the standards set out in the Chicago Convention. The adoption of resolution 2309 (2016) last year was an important moment to give new impetus to the efforts of the international community to evaluate the risk that terrorism poses for international civil aviation. We welcome the progress that has been made, but we must, and can, still do better.

I would therefore like to take this opportunity to highlight the importance of close and effective cooperation between ICAO and the United Nations counter-terrorism bodies, particularly the Counter-Terrorism Committee. The special meeting organized jointly by the CTC and ICAO in July was an excellent opportunity for enhancing dialogue between Member States and the relevant international and regional organizations and for identifying ways to promote the implementation of international standards in the field of aviation security. France hopes that this cooperation will continue and hopes to see the Executive Director of the Counter-Terrorism Committee Executive Directorate participate in the work of ICAO in Montreal, once she takes office.

Let me conclude by reiterating the importance that France attaches to this issue and by highlight the breadth of France's engagement on what it considers to be a top priority. It is imperative that the international community as a whole continue to mobilize to ensure the safety of air transport. Today's meeting marks a new milestone in that regard.

The President: I shall now make a statement in my national capacity as representative of Ethiopia.

I would like to express my appreciation to Ms. Fang Liu for her presence here today and for her comprehensive briefing on aviation security. I also wish to thank Ambassador Aboulatta for his excellent leadership of the Counter-Terrorism Committee (CTC) and for his presentation highlighting what the CTC has been doing in relation to aviation security. We thank the United Kingdom for the initiative of convening this meeting, which marks the one-year anniversary of the adoption of the landmark resolution 2309 (2016), on aviation security.

The aviation industry has often been the primary target of terrorists and a series of measures have already been put in place to enhance aviation security. However, it remains vulnerable to attack as terrorists continue to perceive civil aviation as an attractive target and to seek to exploit real or perceived vulnerabilities in the system. That is why aviation security should remain a high priority agenda for Member States and for the international community. It is also why there is a need for greater international cooperation in closing any loopholes that could be exploited by terrorists. That is what resolution 2309 (2016) calls for.

In that regard, we appreciate the briefing we received today on the implementation of this important resolution, which deals specifically with terrorist threats to civil aviation. The resolution affirms States' responsibility to ensure the safety of air services operating within their territory and calls on all States to work within the International Civil Aviation Organization (ICAO) to ensure that international security standards are reviewed, updated, adapted and put in place based on current risks, pursuant to the Chicago Convention on International Civil Aviation.

However, as all colleagues mentioned earlier, it is very clear that not all Member States have the same level of capacity to implement those provisions of the resolution that have resource implications and require more sophisticated technical know-how. Therefore, assistance in the delivery of effective and targeted capacity-development, training and other necessary resources, technical assistance, technology transfers and programmes are needed to enable all States to achieve the objectives set out in the resolution.

There is no doubt that no single Member State, big or small, can carry out the responsibilities outlined in the resolution, given the globally interconnected nature of aviation and the magnitude of the threat posed. That is why strengthening cooperation and collaboration and sharing experience in regards to developing security-check technologies and regional and international cooperation on border control, law enforcement and criminal justice continue to be extremely critical.

In this context, the close cooperation between ICAO and CTC and between ICAO and the Counter-Terrorism Committee Executive Directorate (CTED) is very important. It is encouraging to note that aviation security issues have been continuously addressed in CTC/CTED country assessments and reports. We also commend the special meeting of the Counter-Terrorism Committee on terrorist threats to civil aviation, held in July, which afforded the opportunity

to look into existing good practices, identify gaps and vulnerabilities relevant to aviation security, and consider the responsibilities of ICAO, Member States and international and regional organizations in promoting the effective implementation of resolution 2309 (2016).

We believe that today's meeting will enable us to reflect on the progress made in implementing the resolution and applicable ICAO standards, and on challenges and opportunities in relation to aviation security, and to explore possibilities for more tangible collaboration and cooperation, at both the regional and the international levels. We sincerely hope that States will continue to develop partnerships aimed at building capacities and facilitating technical assistance delivery, and that ICAO, CTC, CTED and the Counter-Terrorism Implementation Task Force will also continue to strengthen their cooperation in that regard.

As Ethiopia is living in a volatile neighbourhood that is facing threats of terrorism and violent extremism, attacks against civil aviation by terrorists are not remote possibilities for us. They are real threats and they have already happened in our region. Having one of the biggest airline groups in the region, Ethiopia attaches great importance to aviation security. I wish to express our firm commitment to cooperating with other States and to working with all the relevant stakeholders in the contexr of regional and international cooperation frameworks.

I now resume my functions as President of the Security Council.

I give the floor to Ms. Fang Liu to respond to comments.

Ms. Fang Liu (*spoke in Chinese*): I again thank the Security Council for its invitation to our organization to brief members on international civil aviation security. I thank all representatives for their remarks, their attention to civil aviation, security measures, their recognition of our work and their support.

I concur with the remarks made today concerning the importance of civil aviation security and the need for international cooperation in that regard. We also need to implement resolution 2309 (2016) effectively. We need to invest more in aviation security, in particular in technical support and training for developing countries, so that all countries can effectively implement the civil aviation standards of the International Civil Aviation Organization (ICAO) in order to better safeguard aviation security.

We also recognize the need to support ICAO's Global Aviation Security Plan and its implementation. ICAO will continue to play a leading role in international civil aviation security and further enhance its cooperation with the United Nations, the Security Council, the Counter-Terrorism Committee Executive Directorate, the Committee established pursuant to resolution 1373 (2001) concerning counter-terrorism, and the new United Nations Office of Counter-Terrorism so that Member States can be better equipped and positioned to fight terrorism, implement the ICAO civil aviation security standards. I am ready to further engage with the Security Council on aviation security and to brief members on new developments.

The meeting rose at 12.10 p.m.